

"CONVICT NO. 3942."

Strange Story of an English Criminal. The London News says:—In the appendix to the 29th report on public petitions, just issued, there appears a very singular case of John Parsons, a convict, No. 3942, under sentence in Pentonville prison, which was presented to the house by Mr. Denman. When nineteen years old, on the 20th day of October, 1854, he was removed to the Birmingham quarter sessions to fifteen years transportation for house-breaking. He served the first portion of his term in jail, in England, and in March, 1857, was transported to the convict settlement in western Australia, where he served four years and a half in the convict prison. He then received a ticket-of-leave, and worked as servant to the brother of Colonel Henderson, the commandant of the prison, and a year and a half later, then with a certificate for good conduct, and obtained a pardon for the remainder of his term. Afterwards he left the document granting his pardon, but he believed that it contained a condition that he might go to any part of Her Majesty's dominions, except to the united kingdom of Great Britain and Ireland, until the expiration of the term of his sentence. Being desirous of remaining in Australia, he went to Adelaide, where he married a woman, and then a rival, recognized by the police as a pardoned convict, and taken before a bench of magistrates, who told him he must leave Adelaide within seven days, or they would send him to prison for three months. He obtained his pardon, and was told by one of the magistrates that it was of no use to him there, that he must go back to England, and that, if he wanted to remain to do so, he should be supplied with the means of doing so. He returned to Melbourne, but the captain declined on the ground that if he took a prisoner he would be liable to a penalty of £100. Before the seven days expired, he was taken to a three-walled imprisonment, he embarked in a vessel bound to Singapore. There, on landing, he was told by the police that, being a discharged convict, he had no right to land. He produced his pardon, but was told that he could not care for that, and that he could not remain. Thereupon he hired himself to a Dutch vessel, the Valis, bound for London, at which port he arrived in March, 1867. He returned to Birmingham, where he resided about nine months, was recognized by the police, who knew that the term of his sentence had not expired, and that he had received a conditional pardon, and he was taken to Newham to be imprisoned. Worcester with his wife, and on the 3d of February, 1866, was arrested there on a charge of being illegally at large. He was committed to prison without bail, found guilty before the Hon. Baron Gurney, and sentenced to six months imprisonment. He was discharged by Mr. Worcester, and at the following assizes was brought up for judgment before the Hon. Mr. Justice Keating, and was sentenced to five years' penal servitude. His counsel has since procured Mr. Worcester's pardon, and on success, and he now prayed the House to take the case of the unfortunate convict into consideration.

REFRACTION OF LIGHT.—Dr. Gladstone lately presented at the Royal Institution of London the results of some new researches relating to the refractive index of different substances, and how the index varies with the temperature. By means of an electric lamp he threw the yellow line in the spectrum of the metal sodium on a screen, and used a hollow prism filled with the oil of nutmeg as the refracting medium. This oil was selected because its temperature is very readily changed, but any other oil will answer the purpose. The prism was fixed at its angle of minimum deviation, and the position of the yellow band of the spectrum was marked by a strip of black paper. On raising the oil with a heated metallic rod its temperature was increased and the yellow sodium line was shown to be less refracted than before. He had tried a vast number of liquids, and hence concludes that all liquids have their index of refraction diminished by heat. He had also turned his attention to solids, but on finding that the refractive index of crown glass was not changed by heat he discontinued his investigation; but Fizeau of France had since discovered that in nearly all cases the refractive index of solids is increased by heat, the two exceptions noted by him being crown glass, which is not altered, and fluor spar, which has its refractive power diminished by heat. Dr. Gladstone and the Rev. Pelham Dale, while experimenting together, had discovered one optical property which was constant under varying temperatures and common to solid, liquid, and gaseous conditions, namely, the specific refractive energy; that is to say, the refractive index, minus one, divided by the density. The specific energy multiplied by the atomic weight of a body will give it its refraction-equivalent. Tables had been computed by the lecturer showing the atomic weights of various elementary substances and their corresponding refractive equivalents, which were then exhibited. Compound bodies generally possess the mean refracting power of their constituents. By experiment it was shown that on mixing spirits and water the resulting liquid gives a little more refraction than either of these substances before mixture, owing to a slight contraction in bulk when spirits and water are mixed, the increased refraction being due entirely to increased density. The most general law arrived at from these researches is that the refraction equivalent of any substance (whether a mixture or a true chemical compound) is the sum of the refractive equivalents of its constituents. The substance of greatest dispersive power now known is melted phosphorus. Next to it stands oxycyanide of vanadium, then follows sulphur. It might be asked, were some substances, such as Iceland spar, or double refracting crystals, or glass, or any such substances have different degrees of tension in different directions. The atoms may be more free to move in one way than in another, so that in one direction they offer more resistance to the passage of light. Consequently on dissolving such substances the property of double refraction should disappear. Such an experiment is found to be the fact, the solutions of such crystals give only one image, which is about the mean of the two seen in the solid. One of the most beautiful experiments made by Dr. Gladstone was the formation of ice flowers. A slab of ice cut parallel to the plane of freezing was placed in front of the electric light, and greatly magnified by means of a lens. As the ice began to melt the flowers began to appear, growing like stars on the screen. As they were enlarged a circle or oval appeared in the middle of each star. These beautiful and symmetrical flowers become visible because water refracts light differently from ice. But as water between 32 and 39 degrees Fahrenheit is less dense, and consequently occupies less space than the ice from which it is made, a vacuum is formed in the middle of each star by virtue of the melting ice, which is the cause of the circular or oval appearance.

A CAUTION TO PRACTICAL JOKERS.—The following amusing story appears in the Paris Maitre:—"A ludicrous practical joke was lately played at a hamlet called Yerson, in a mountain district near Lyons. In this hamlet there lived a harmless idiot, of herculean stature, who habitually did a good day's work in the fields, but was a standing butt for village pleasantry, and was commonly called the 'innocent.' One day some young men told the 'innocent' that a neighbor was dead, and that he would have to join with others, in sitting up all night to watch the corpse. He made no objection, and was introduced into a cottage where a man simulating death was

stretched on a bed. The outline of his face, seen through a sheet thrown over it, formed a ghastly spectacle, which, when once seen, is never forgotten. Two candles, and some pots of incense were placed at the head of the bed. The party sat round for some time in solemn silence, the idiot behaving with as much propriety as any one else. But one by one the others slipped away, and the 'innocent' was left alone in the death chamber. The intention was that the corpse should jump up, walk about, and frighten him out of his poor stock of wits. The conspirators remained within a few yards of the cottage to watch the working of the plot. In less than a quarter of an hour they heard piercing screams, and, holding their lanterns already with anticipatory laughter, they rushed to the cottage to mock at their victim. But as they neared the door they found, to their surprise, that the howling voice was not that of the 'innocent,' but of their comrade, who had agreed to personate the dead man. When they entered they found the 'innocent' beating the 'corpse' with a broken ball, and but for timely succor the part which he had undertaken to play in joke would have been sadly earnest. When he jumped up from his great bed the 'innocent' said, 'I have a challenge to give you, my friend. 'Dead man, he still,' and proceeded to rebuke him with a force which the joker was utterly incapable of resisting."

GREAT BRIDGE OVER THE OHIO RIVER.—The iron railway bridge now in course of construction between Louisville, Ky., and Jeffersonville, Ind., will be just one mile in length. It will have 23 spans, two of these will be 370 feet long, and six 245 feet each. The longest spans, on the longest spans, the rails will be placed on the tops of the girders, these being of the class known as the Fink truss. A description of the truss is here quoted from a paper on "American Iron Bridges," read by Mr. Colburn before the London Institution of Civil Engineers. "In this bridge a pair of diagonal tension bars connect the foot of the principal struts or 'king-post' in each truss with the end of the top chord. This pair of diagonal struts supports one of the whole weight of the truss, and the other half is supported by a strut and two diagonal tension bars extend, one to the nearest end of the top chord, and the other to the top of the centre post. Each quarter span is again subdivided into eighths, and these again, for spans greater than 100 feet, into sixteenths. In a truss of this kind, having 16 panels, the weight of the bottom of the struts nearest to either of the piers is distributed as follows:—Calling the weight one-half is transferred directly through a tension rod to the nearest end of the top-chord, and thus upon the pier. The other half is carried to the top of the second strut from the pier, and is received at the bottom of that strut by a pair of tension-rods, which subdivide this half between them, one-fourth being taken directly to the nearest pier, while the other fourth is transferred to the top of the strut at the quarter span. This fourth is again subdivided at the foot of this strut, one-eighth being transmitted through a tension-rod to the nearest pier, while the other eighth passes to the top of the middle strut of the whole span, and is received at the foot of this strut by the main diagonal, which thus transmits one-sixteenth of the original load to each pier. Thus the weight at the foot of the first strut from the end of the truss, is distributed as follows:—One-half, one-fourth, one-eighth, one-sixteenth, or in all fifteen-sixteenths of that weight reach the top of the nearest pier through four converging sets of tension rods, while the remaining sixteenth reaches the opposite pier after having been first brought to the foot of the centre strut through the intervention of three separate systems of tension bars. With the exception of the load at the foot of the centre strut, which load is transmitted directly to the piers, the loads at the bottom of the vertical struts are more or less subdivided in the manner just described, before reaching the ends of the truss." The estimated cost of this bridge, which is to be completed by September 1, 1868, is \$1,000,000. The Chief Engineer of the work is Mr. Alfred P. Kirk, and the Assistant Engineer, Mr. F. W. Vaughan.

THE MOST MAGNIFICENT TABLE IN THE WORLD.—The Evencent Illustrate, of Paris, gives the following details of the silver table ordered for the Sultan. The price will be nearer 4,000,000 francs than 3,000,000 francs, as originally stated. The designs are composed from the ideas and advice of M. Agop, sent by the Sultan to Paris for that purpose, and are splendid. The middle or centre piece represents a Moorish palace two feet six inches high; there are two and a piece representing triumphal arches, and two and a piece for flowers, all to be executed in the Alhambra style, in massive silver. The length of the table will be about one hundred and forty-eight feet by about sixteen feet broad. Besides the actual cost of the table, a sum of 2,000,000 francs is destined for the purchase of linen, glassware, accompanying furniture, etc. Such a magnificent table ensemble has probably never before been manufactured.

—Captain Cole, of the British ship-of-war Hurydice, has been committed to prison in Calcutta, on a charge of attempting the murder, or abetment of murder, and criminal intimidation. —Lonia, the heroine who danced the can-can on M. Mabile's kettledrums, is only exiled to Antwerp. —Betty Rigi doesn't dance this weather.

RAILROAD LINES. BALTIMORE AND OHIO RAILROAD.—Trains between Washington and Baltimore, and Washington and the West are now run as follows:— FOR BALTIMORE. Leave daily, except Sunday, at 7:40, 7:45, and 12:30 P. M. FOR ALL PARTS OF THE WEST. Leave daily, except Sunday, at 7:45 A. M., and 3:00 and 8:30 P. M. FOR ANNAPOLIS. Leave at 7:40 A. M., and at 7:00 and 4:30 P. M. ON SUNDAY. Leave at 7:40 A. M., and 3:00 and 8:30 P. M. FOR ALL PARTS OF THE WEST. Leave daily, except Sunday, at 7:45 A. M., and 3:00 and 8:30 P. M. ON SUNDAY. Leave at 7:45 A. M., and 3:00 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling, Parkersburg, etc. Through Tickets to the West can be had at the Washington Station Ticket Office, at all hours in the day. For New York, Philadelphia, and other points, see advertisement of "Through Line."

THROUGH LINE BETWEEN WASHINGTON AND PHILADELPHIA, AND NEW YORK. Trains between Washington and New York are now run as follows:— FOR NEW YORK. Leave daily (except Sunday) at 7:45 A. M., 1:30 and 7 P. M. FOR PHILADELPHIA. Leave daily (except Sunday) at 7:45 and 12:15 P. M., and 4:30 and 8 P. M. ON SUNDAY. Leave for New York and Philadelphia at 7 P. M. only. SLEEPING CARS for New York on 7 P. M. train daily. Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at 100 N. 2d Street in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania Avenue, Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West. J. L. WILSON, Master of Transportation. GEO. F. KOONTZ, Agent, Washington.

THE ADAMS EXPRESS COMPANY, OFFICE No. 205 CHESTNUT STREET, forwards Parcels, Packages, Merchandise, Bank Notes, and Special Letters, and is the only express company in the United States that carries its principal lines and offices in Philadelphia. JOHN BIGHAM, Superintendent.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Philadelphia, Eastern, Lehigh, and Schuylkill Counties, and the North, South, and West, and the Canada. Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the COMPANY DEPOT, Philadelphia, at 7:00 A. M. For Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, May 25, 1868, Passenger Trains leave the New Depot, corner of 11th and Market streets, daily (Sundays excepted), as follows:— At 6:45 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 A. M.—Accommodation for Doylestown, and all intermediate stations, and Allentown. At 10:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 A. M.—Accommodation for Fort Washington, and all intermediate stations, and Allentown. At 12:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 1:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 2:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 3:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 4:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 5:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 6:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 7:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 8:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 9:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 10:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 11:15 P. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading. At 12:15 A. M.—Morning Express for Lehigh Valley, connecting at Lehigh Valley with Lehigh and Schuylkill Railroads for Easton, Allentown, and Reading.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, South, and West, and the Canada. Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the COMPANY DEPOT, Philadelphia, at 7:00 A. M. For Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

PHILADELPHIA AND BALTIMORE RAILROAD.—SUMMER ARRANGEMENT.—ELEVEN DAILY TRAINS.—On and after MONDAY, April 13, 1868, Trains will leave Philadelphia from the Depot, THIRTY-FIRST STREET, as follows:— At 6:45 A. M.—Morning Express for Fort Washington, and all intermediate stations, and Allentown. At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Lehigh Valley with